

ALIGNMENT HISTORY DATA SHEET

ALIGNMENT: VALLEY

ORIGIN: PSR

Public Comment (October 2000 Open House):

- Most popular alignment
- Affects the least private properties
- Interchange at Route 175 allows easy access to existing Hopland Businesses
- Floodway impacts may be significant

Design Modifications Based on Public Input:

- Adjusted tie in location to join existing alignment earlier (minimizing floodway impacts and ROW take)

External PDT Member Comment (February 2001 External PDT Meeting):

- Resource agencies felt design changes were acceptable

Further Studies:

- Upon further analysis it was determined that the interchange at Route 175 is not feasible due to ordinary high water would flood the on/off ramps on a yearly basis.
- Developed two new variations of the valley alignment
 - VALLEY WEST #1
 - ✓ Includes two interchanges (South and CDF)
 - ✓ Encroaches into floodway for approximately 2.0 miles
 - ✓ Requires reconstruction of approximately one mile of Hopland Unit 3
 - VALLEY WEST #2
 - ✓ Includes two interchanges (South and Sundial)
 - ✓ Encroaches into floodway for approximately 2.0 miles
 - ✓ Requires reconstruction of approximately one mile of Hopland Unit 3

Current Design Recommendation:

- Refine VALLEY WEST studies to one alignment- VALLEY WEST #2
 - Less impact to undisturbed land
 - Proximity of access to Hopland Business Community

ALIGNMENT HISTORY DATA SHEET

ALIGNMENT: **WEST**

ORIGIN: PSR

Public Comment (October 2000 Open House):

- Over whelming community rejection
- Alignment will cut off Mountain House Road
- Places a freeway next to the elementary school
- Noise and aesthetic impacts to downtown Hopland

Design Modifications Based on Public Input:

- DROP FROM FURTHER STUDIES

External PDT Member Comment (February 2001 External PDT Meeting):

- Large sediment generating earthwork in hills just west of Hopland
- Agreed with recommendation to drop from further studies

Further Studies:

- N/A

Current Design Recommendation:

- DROP FROM FURTHER STUDIES

ALIGNMENT HISTORY DATA SHEET

ALIGNMENT: **EAST**

ORIGIN: PSR

Public Comment (October 2000 Open House):

- Comments in favor of the alignment barely out number the comments against
- Preserve Valley Oaks Farm – Historical Land Mark of the Community
- Alignment hits a Bottling Facility
- Significant Environmental Impacts (stream crossings, oak woodlands, wildlife migration)

Design Modifications Based on Public Input:

- Adjusted to avoid the Valley Oaks Farm and Bottling Facility

External PDT Member Comment (February 2001 External PDT Meeting):

- Resource agencies felt design changes were acceptable
- Resource agencies indicated that environmental impacts are too great for serious consideration

Further Studies:

- Alignment pushed further east to avoid a known Native American burial site located on Fetzer Vineyards Property
- Revised alignment includes three interchanges (South, Route 175, CDF)
- Encroaches into floodway for approximately 0.45 miles

Current Design Recommendation:

- CONTINUE TO STUDY

ALIGNMENT HISTORY DATA SHEET

ALIGNMENT: **VALLEY EAST**

ORIGIN: Public Input and 1991 Preliminary Route Assessment Report prepared for the Hopland Advisory Group

Public Comment (October 2000 Open House):

- Alignment was introduced at the open house

Design Modifications Based on Public Input:

- Alignment was developed to minimize impacts to private properties
- Tie in to existing alignment matched that of the east alignment

External PDT Member Comment (February 2001 External PDT Meeting):

- Resource agencies felt addition of Valley East alignment was warranted.
- Resource agencies felt that alignment should tie in to existing alignment as early as possible to minimize impacts to floodway and minimize ROW take.

Further Studies:

- Three variations were developed
 - VALLEY EAST #1
 - ✓ Ties to existing alignment near the CDF fire station
 - ✓ Includes two interchanges (Route 175, CDF)
 - ✓ Encroaches into floodway for approximately 3.25 miles
 - VALLEY EAST #2
 - ✓ Ties to existing alignment just north of Hopland
 - ✓ Alignment geometry does not allow an interchange at Route 175
 - ✓ Includes two interchanges (South, Sundial)
 - ✓ Encroaches into floodway for approximately 1.65 miles
 - ✓ Requires reconstruction of approximately one mile of Hopland Unit 3
 - VALLEY EAST #3
 - ✓ Ties to existing alignment near the Sundial Ranch
 - ✓ Includes two interchanges (Route 175, Sundial)
 - ✓ Encroaches into floodway for approximately 2.3 miles

Current Design Recommendation:

- Drop VALLEY EAST #1 from further studies
- Encroachment into floodway is too great
- CONTINUE TO STUDY VALLEY EAST #2 AND #3

ALIGNMENT HISTORY DATA SHEET

ALIGNMENT: **VALLEY WEST #3**

ORIGIN: NEW - DESIGN

Public Comment (October 2000 Open House):

- N/A

Design Modifications Based on Public Input:

- N/A

External PDT Member Comment (February 2001 External PDT Meeting):

- N/A

Further Studies:

- Recently developed by Design
 - Minimizes encroachment into floodway (approximately 0.90 miles)
 - Minimizes ROW take
 - Includes two interchanges (Feliz, Sundial)

Current Design Recommendation:

- CONTINUE TO STUDY

ALIGNMENT HISTORY DATA SHEET

ALIGNMENT: **NORTH HOPLAND**

ORIGIN: NORTH HOPLAND PROJECT COMBINED WITH HOPLAND BYPASS

Public Comment (October 2000 Open House):

- N/A

Design Modifications Based on Public Input:

- N/A

External PDT Member Comment (February 2001 External PDT Meeting):

- N/A

Further Studies:

- Design has produced three alternatives for this portion of the project
 1. NHF – This alternate is a freeway that would be constructed adjacent to the existing alignment, leaving the existing route as a frontage road. NHF includes an Interchange at McNab Ranch Road.
 2. NHP – This alternate is a freeway that will use the existing route to the maximum extent possible, minimizing right of way take and ground disturbance, while utilizing private access roads instead of a frontage road. NHF includes an Interchange at McNab Ranch Road.
 3. NHE – This alternate is an expressway that would be constructed on the existing alignment leaving several at grade intersections and median crossings.

Current Design Recommendation:

CONTINUE TO STUDY NHF, NHP, NHE